

**Minutes of the Public Works Committee
June 12, 2008**

Chair David Swan called the meeting to order at 8:30 a.m.

Committee Members Present: County Board Supervisors David Swan (Chair), Walter Kolb, Pamela Meyer, Peter Gundrum (arrived at 9:13), John Pledl (arrived at 8:31 a.m.) and Peter Wolff. Absent: Supervisor Pauline Jaske.

Also Present: County Board Chief of Staff Lee Esler, Legislative Policy Advisor Mark Mader, Legislative Associate Karen Phillips, Chenequa Police Chief Douglas, County Board Supervisor Ted Rolfs, Emergency Preparedness Director Richard Tuma, Senior Civil Engineer Paul Barthel, Senior Civil Engineer Karen Braun, Fleet Manager Bob Rauchle, Highway Operations Manager Peter Chladil, Architectural Engineering Technician Mike Wells and Architectural Services Manager Dennis Cerreta.

Approve Minutes of May 29, 2008

MOTION: Wolff moved, second by Meyer, to approve the minutes of May 29, 2008. Motion carried: 5-0.

Pledl arrived at 8:31 a.m.

Executive Committee Report of June 2, 2008

Swan stated the meeting was cancelled.

Public Comment

Swan requested Douglas and Rolfs to speak at the time the ordinance is presented to the Committee.

Future Agenda Items

- Updates on Capital Project #200427, Specifically CTH Y (Racine Ave) & Kelsey Drive (This item will be an ongoing agenda item for continual updates on the progress of this project when there is some new information to report)
- The next meeting will be held at the airport.

Correspondence

Swan stated he received an email from Mary Troudt regarding a Waukesha County phone line to call for issues related to the recent flooding in the area. The hotline number is 262-548-7110.

Future Meeting Dates

- June 26, 2008

Legislative Update

Esler stated Supervisor Fritz Ruf was appointed to the Special Committee on Regional Transportation Authority.

Discuss and Consider Ordinance 163-O-016: Parking Regulation – CTH K

Barthel explained the request for parking regulation by the Village of Chenequa along CTH K in the area of the Pine Lake boat launch. He explained there is a reverse curve at the approach of the boat launch and guardrails installed on the North, West and South sides. There is not enough room for vehicles and trailers to pull off and safely park in that area. At the request of the Village of Chenequa, Public Works staff visually inspected the area and determined a parking restriction is justified. Barthel stated the

recommendation is to restrict parking from 750 feet west of the boat launch easterly to STH 83. Wolff pointed out that this is not the description contained in the ordinance, though the attached map is correct. Barthel stated there had been a revision to the ordinance and apparently the revised ordinance was not included in the packet. The Committee discussed how to amend the ordinance to correct the error. Meyer suggested the Committee hear from Chief Douglas and Rolfs before making any motion for an amendment.

Swan asked Barthel to explain the rules regarding parking on county highways. Barthel stated that to his best understanding, the State statutes require that vehicles must be safely parked. Unless prevented by an ordinance, parking is allowed along county trunk highways. The issue is indetermining what is safe. In theory, vehicles should be parked outside of the white line to be safe but in reality, there is not enough space to park safely in many instances.

Douglas began by explaining that the boat launch is Village owned and was created in agreement with the State DNR in 1994. As a condition of creating the launch, it was agreed that 19 parking stalls (vehicles with trailers) would be sufficient and there would be no overflow parking allowed on the highway. Douglas reviewed the history of parking restrictions in the Village of Chenequa. The Village had a blanket no parking restriction; however, the County did not recognize those restrictions on County highways. The posted signs have deteriorated over time. Douglas explained that rather than ticketing people who do not know the rules because there are no signs posted, the Village is requesting the proper signage by means of this ordinance. He stated they are requesting that the no parking restrictions be extended 2300 feet on CTH K, extending to the westerly Village limits and east to STH 83.

Barthel explained it has been the policy of the Public Works Department to try to limit no parking zones. Further discussion ensued regarding safety issues in consideration of the required 500-foot sight distance in both directions. Pledl asked if there have been many accidents in this area. Douglas explained that while there have been no accidents, there have been some close calls involving vehicles with trailers backing up onto the highway. Rolfs added that there is a tremendous amount of bike traffic through that area, which also presents a safety issue. Esler explained that under various statutes, any obstruction or limitation of a highway is subject to a traffic ticket. Even without posted signs, the police department can still issue citations, if in the officer's judgment the vehicle is parked unsafely.

Parking issues on adjacent Village of Chenequa streets were discussed, particularly on Brumder Drive. Rolfs, a Chenequa resident, stated that Brumder Drive is a privately owned, privately maintained road. He added most of the village roads are owned by road associations. Esler inquired whether parking tickets were issued on these private roads. Douglas stated the police do issue tickets based on the complaints of property owners. Esler asked Douglas how many parking tickets were issued in non-posted areas last year. Douglas stated very few, probably less than ten were issued.

MOTION: Wolff moved, second by Meyer, to amend Ordinance 163-O-016 (lines 14, 15 and 16) as follows Both sides of CTH Highway K from the westerly Village limits line at or about Sylvan Drive east to STH 83 – No Parking Anytime.

Gundrum arrived at 9:13 am

Pledl questioned whether this is more of a nuisance issue than safety issue for the Village of Chenequa. Douglas emphasized that it is a safety issue. Pledl reiterated the earlier statement by Douglas that there have been no accidents there. Pledl voiced his concern that this is more of a political issue because the

residents of Chenequa want to keep people away, and it has been that way for years. Douglas stated this is not due to political pressure. It has been his intention to make the parameters clear to the fishermen and boaters, as well as the police officers.

Swan concurred with Pledl. All of the residents of the State own our lakes and they should be able to enjoy them. The Public Works Department has made an effort to meet some of the parking concerns in the Village of Chenequa. Swan stated he would not support the amendment, but would support it with the correction that the restriction should extend to STH 83.

Kolb voice his empathy for the Chenequa residents, in that their concerns should be taken into consideration. He recalled that the boat launch was built with the intention of keeping people from parking on CTH K.

Swan asked if there have been many concerns from residents about the parking situation. Douglas stated yes, and the police department writes about a 6-12 citations each year. Rolf added that the stretch of road where the most parking violations occur is not covered in this ordinance. Pledl reviewed the wording of the ordinance as written versus the proposed amendment for clarification.

Wolff referred to a photograph of a parked vehicle on CTH K as an example. He pointed out the ditches along the roadside and the difficulties in parking without extending onto the roadway. Wolff stated that with or without signs, there are unsafe parking conditions.

Barthel stated that past committees wished to keep parking restrictions at a minimum. Using that approach and his engineering perspective, the parking restriction area was determined. Barthel stated that there were prior discussions on the issue between Director Rich Bolte, County Executive Vrakas and the Village of Chenequa.

Swan questioned whether Douglas was aware of any prior conversations between the County and the Village. Douglas stated about a month ago Vrakas drove through this CTH K corridor, and he agreed with the Village assessment of the parking issue.

Gundrum stated he is familiar with this area, and agreed that it is not safe to park on CTH K ; however, he does have empathy for the citizen who arrives after the launch is full and consequently cannot have access to the lake.

Pledl stated that regardless of this ordinance, the Chief does have the authority to take action on vehicles that pose a safety issue. A small vehicle and/or trailer may indeed be able to park safely. Pledl stated he does not think this ordinance is necessary.

Motion defeated: 2-4 (Swan, Meyer, Pledl, Gundrum)

MOTION: Kolb moved, second by Wolff, to correct the Ordinance 163-O-016 (line 15) as follows: Both sides of CTH K from a point 750 feet west of the Pine Lake Boat Launch Entrance easterly to STH 83 in the Village of Chenequa – No Parking Anytime. Motion carried: 4-2 (Gundrum, Pledl)

MOTION: Kolb moved, second by Wolff, to approve Ordinance 163-O-016 as corrected. Motion carried: 4-2 (Gundrum, Pledl)

Discuss and Consider Ordinance 163-O-017: Laying Out, Relocation And Improvement Of County Trunk Highway L, Waukesha County Project, Project I.D. 06-2380(13), CTH Y To CTH O, City Muskego, Waukesha County

Esler clarified that the title of the ordinance encompasses the entire capital project; however, the ordinance relates to ~~to~~relocations within this project.

Braun stated she handles the real estate acquisitions for the County road projects. She described the locations of the two properties in relation to the road project, as mapped on the attached right-of-way plat. The houses are located very close to the road, and the road cannot be built without removing the houses. Braun explained that she has met with the owners of both properties, and they are very willing and ready to sell.

Evans stated these two property owners will have to relocate eventually, and the County is trying to expedite this process for the benefit of the people to enable them to get on with their lives. Otherwise, they sit in limbo while not making any usual improvements to upkeep their homes and properties. Evans explained that as this project proceeds, there will be many more of these types of relocations.

Braun described these types of acquisitions as “hardship” acquisitions. The County is trying to take the hardship off the people as soon as possible, rather than leaving them there waiting for a year or two until the road project progresses. This is an effort to take the hardship off the people who will eventually be impacted anyway.

MOTION: Gundrum moved, second by Wolff, to approve Ordinance 163-O-017. Motion carried 6-0.

Discuss and Consider Ordinance 163-O-015: Laying Out, Relocation And Improvement Of County Trunk Highway SR, Waukesha County Project, Project I.D. 2777-04-70, Jericho Court To North Avenue, City Of Brookfield And City Of Pewaukee, Waukesha County

Evans explained the background of this bridge project, which they hope to build next year. This project is located on Springdale Road just south of North Avenue. Evans stated the area has been known for flooding. Several years ago, a bridge inspector found that some emergency structural repairs were needed. Evans stated the bridge was stabilized, but planning for the bridge replacement project began immediately. He explained the details of the structure and location of the new bridge in relation to the floodplain line and adjacent properties. Braun added that they are receiving \$1.392 million in Federal Bridge Aid for this project.

MOTION: Wolff moved, second by Pledl, to approve Ordinance 163-O-015.

Esler clarified that this is a part of a \$2 million capital project, but this property acquisition is minimal (about one twentieth of the project cost.)

Motion carried: 6-0

Committee Chairman’s Report on the Public Hearing on 5/29/08 Regarding the Zoo Interchange

Swan stated he attended the meeting as a resident. He informed the committee of his thoughts and recommendations. There will be meetings held in October and November of this year, and again next spring.

Wolff left at approximately 10:00 a.m.

Tour Highway Operations, Central Fleet, and Highway Operations Storage Buildings

Rochelle, Chladil, Wells and Cerreta led the Committee members on a tour of the Highway Operations Building, Central Fleet and the Highway Storage Buildings.

Gundrum left at approximately 11:00 a.m.

Tour Emergency Preparedness Center

Tuma led the Committee members on a tour of the Emergency Preparedness Center.

MOTION: Kolb moved, second by Pledl, to adjourn the meeting at 11:25 a.m. Motion carried 4-0.

Respectfully submitted,

Peter Wolff
Secretary